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FISHING CRAFT SUFFER IN SERIES OF HEAVY GALES

Sch. Selma Total Wreck at Meagher's Beach, N. S.—All Hands Saved—New Sch. Bay State Home After Being Hove Down on Quero—Monitor and Margaret at St. Pierre With Decks Swept—Sch. Georgie Campbell Ashore at Bay of Islands.

Another fine fishing craft, the second within a week, has met her doom down on the Cape Shore in the recent heavy gales and storms that swept the coast, a telegram received here announcing the loss of sch. Selma, Capt. Thomas Downey, which was wrecked yesterday off Meagher's Beach, to the eastward of Halifax. All on board reached shore safely, but the vessel will be a total loss. Other havoc wrought by the storm is told by Capt. Norman Ross and crew of the auxiliary schooner Bay State, which arrived here yesterday from halibuting after having barely escaped being swamped by a tremendous sea which hit the craft forward and opened her seams. Telegraphic advices from St. Pierre, Miquelon, report schs. Margaret, Capt. Ernest Engstrom and Monitor, Capt. George Marr, having arrived there with decks swept and other damage. One of the crew of the Margaret has been taken into the hospital, suffering from a broken leg. Skippers say that their recent experiences have been among the worst and most trying in all their sea-faring career.

Advices received here this noon state that sch. Georgie Campbell, previously reported caught in the ice at Bay of Islands, N. F., has been driven ashore at Woods island, where she now lies full of water and in a dangerous position.

Loss of the Selma.

The news of the loss of the Selma was received by the way of Halifax. Capt. Downey, who formerly commanded sch. Elsie, was making his first trip in the Selma since resuming halibuting, having left here a week ago. The vessel struck the gale in all its fury, sustaining a broken main boom and she was on her way to Halifax for repairs, when she struck.

When word reached Halifax of the craft's stranding, the government steamer Lady Laurier was sent out and brought 14 of her men to Halifax, while Capt. Downey and three of the men remained by the wreck. No further particulars have been received, although other information will probably be sent by Capt. Thomas Downey as soon as possible.

The Selma is owned by the Atlantic Maritime Company of Boston and was built at Essex in 1904. She measures 122.14 tons gross and \$7.84 tons net and was fully insured.

Sch. Bay State Had Series of Gales.

Capt. Norman Ross and crew of Sch. Bay State had plenty of weather during their six weeks out and

all are glad to be at home in port again. "It was nothing but gales from the time we left," said Capt. Ross in speaking of their experience to a Times representative last evening, "the like of such we have never experienced before. We fished on Quero, but the weather was so bad that we set only parts of four days. The last day we fished, we just put our trawls in the water and took them out again and started for home."

Last Monday and Tuesday it blew a regular hurricane. Monday morning we hove to under a riding sail, a heavy sea suddenly broke over the starboard rail, well forward and under the heavy weight of water, the vessel staggered and was carried down. Those on board thought their time had come, but the craft suddenly emerged to the surface again. Torrents of water poured into fore-castle and cabin and some of her planking was opened up forward, but all damage was above the water line, so that the vessel was able to resume her trip. When the sea struck, every one below came rushing on deck, but after the storm the fore-castle was bailed out, her deck caulked and

a course set for home. In spite of the adverse weather conditions, the Bay State secured 16,000 pounds of fresh halibut and a small amount of fresh and salt cod, as well.

Other Crafts Crippled.

Telegraphic despatches received here Saturday afternoon by Capt. Jerome McDonald and Fred L. Davis told of the arrival of sch. Monitor, Capt. George Marr and Margaret, Capt. Ernest Engstrom, at St. Pierre. Both crafts, which are engaged in halibuting, are badly crippled, the Margaret especially so, her deck having been swept from stem to stern, carrying away gurry kids, dories and in fact everything moveable on deck. One of the crew had a leg broken and was landed ashore.

The Monitor came out of it more fortunate, although several of her dories were smashed and her fore boom and fore gaff broken, besides the loss of her cable. Both crafts will repair at St. Pierre before resuming their trips. The Margaret has been out three weeks and the Monitor about six weeks, but bad weather has prevented fishing.

Sch. Harmony Hit by a Sea.

Capt. Ross reports speaking sch. Harmony, Capt. Christopher Gibbs, on Quero, who was hit by a heavy sea on the first week out. The Harmony was started leaking, but not seriously and was able to resume her voyage. Capt. Ross also spoke sch. Paragon, Capt. William Hermon, last Friday after the gale.

Sch. Georgie Campbell Driven Ashore.

A dispatch to David Brothers this forenoon states that sch. Georgie Campbell, Capt. John McKeoughan, one of the ice-imprisoned fleet at Bay of Islands, N. F. is ashore on the southwest side of Woods' Island.

Particulars are lacking, but it is presumed that the craft was carried ashore by the ice. The dispatch says that the craft is full of water and in a dangerous position.

The Campbell was among the last of the herring fleet to load at Bay of Islands when she was caught in the ice. The Campbell was built at Essex in 1893 and measures 111.65 tons gross and 78.79 tons gross. She was insured in the Providence-Washington Insurance Company through John A. Johnson's office, this city, at \$4000 on vessel and \$5000 on cargo.

Wrecked Crew Slept in Woods.

Leaving their craft a total wreck on the rocks at Spry Bay, N. S., the crew of the sch. Eglantine of this port, which was wrecked last week while making harbor from the storm, arrived home yesterday. Capt. Charles Conrad, master of the ill-fated schooner remained at the scene of the wreck to look after the owner's interests.

It was 5.30 last Tuesday evening when the Eglantine with 20,000 pounds of fish in her hold seeking shelter from the gales of the Atlantic, sought one of the small harbors in the vicinity of Spry Bay, and went ashore on the reef off Taylor's Point, about one-half mile from the shore.

It was then dark and a thick vapor covered the water, but fortunately the

sea was not high. The schooner immediately began to fill and the 17 men had little time in which to escape. They put out in the darkness with what few belongings they could gather together, which for some were negligible.

Their journey was made dangerous by the large amount of drift ice. The shipwrecked men were compelled to row inside the point. Later they found no settlement, and being sure of their position, remained in the woods for the night, sheltering themselves with whatever was available and keeping warm by firelighted from what dry wood was available.

At daylight the next morning the ship's crew took to the shore and rowed up the shore about five miles, landing at Spry Bay. They were treated with the kindness of the people of the village. They were housed, fed and the Word was sent to the American consul at Halifax who in turn communicated with C. H. Harvey, Agent of the Fisheries Department, and the government steamer Stanley was sent to the scene. The agency reached the vessel and ordered the ship to proceed to Spry Bay. The Stanley arrived there Thursday and the ship's crew immediately embarked.

The men unanimously desired to express their appreciation of the kindness shown them by the people of Spry Bay and the men of the S. Stanley. The vessel was owned by Gorton-Pew Co., of this city, the men being on shares in the cargo of fish she had aboard, a total loss to them.

The schooner was 90 tons and was fitted with an auxiliary engine. She left here on the 6th of January and on the 20th ran into the ice. Capt. Conrad was in charge and his engineer, John Egan, remained at Spry Bay to look after the vessel. The crew were taken to Halifax, where they were well looked after by the American Consul Hill.

The following are the names of the crew: John J. White, Thomas Bell, John Felimate, Wilfrid W. Spencer Allen, Ernest Norrie, Thompson, John M. Donoghue, Child, Edward Perry, Jacob Freeman, Munroe, James Charles Sjogren, John S. Brown.

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DORY RUN DOWN
MAN WAS SAVED

Sch. Helen B. Thomas, Capt. Ward Russell, arrived at Boston yesterday from the fishing grounds with a tale of a narrow escape at Jeffrey's Bank, the schooner ran one of her own dories in which Morris Fitzgerald of Melrose, was rescued. Fitzgerald's arm was bruised and forced under so that the vessel was forced over him. After ten minutes was rescued, half dead, but recovered.

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MARKET CRAFTS HERE

Netters Finding Fish Scarce—Had 30,000 Pounds Yesterday.

Gill netters and two shore crafts landed yesterday's fresh fish arrivals, the landings being about 35,000 lbs. off shores were reported here this morning. The gill netters that still fishing went out this morning taking advantage of the favorable weather conditions.

Today's Arrivals and Receipts.

The arrivals and receipts in detail

Mary P. Goulart, shore, 3500 fresh fish.
Priscilla Smith, shore, 4500 fresh fish.
Quoddy, gill netting, 2700 lbs. fresh fish.
Naomi Bruce, gill netting, 700 fresh fish.
Rough Rider, gill netting, 1200 fresh fish.
Bethulia, gill netting, 2500 lbs. fresh fish.
Sunflower, gill netting, 1500 lbs. fresh fish.
Ethel, gill netting, 2500 lbs. fresh fish.
George E. Fisher, gill netting, 1500 lbs. fresh fish.
Gertrude T., gill netting, 1500 fresh fish.
Geisha, gill netting, 2500 lbs. fresh fish.
Hugo, gill netting, 350 lbs. fresh fish.
R. J. Kellick, gill netting, 1200 fresh fish.
Lorena, gill netting, 250 lbs. fresh fish.
Seven Brothers, gill netting, 1500 lbs. fresh fish.
Little Fannie, gill netting, 3000 fresh fish.
Carrie and Mildred, gill netting, 1500 lbs. fresh fish.
Rose Standish, shore.
Enterprise, gill netting, 3000 lbs. fresh fish.

Vessels Sailed.

Mary Edith, haddocking.
Juno, haddocking.
Mary DeCosta, haddocking.
Jorgina, haddocking, and returned.
Edith Silveria, haddocking, and returned.
Leonora Silveria, haddocking, returned.
Rose Standish, Boston.
Mary F. Sears, Boston.
Jeanette, Boston.

Sailed Monday.

Flora S. Oliver, haddocking.
Russell, haddocking.
Priscilla Smith, haddocking.
Mary P. Goulart, haddocking.
Mary F. Sears, haddocking.
Manomet, haddocking.
Elva L. Spurling, haddocking.
Stranger, haddocking.
Rose Standish, haddocking.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50
Eastern halibut codfish, large, \$5.00; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3 1-2c per lb.
Fresh halibut, 18c per lb for white and 14c for gray.

SUPPLY STILL IS VERY SHORT

Shore Boats Have Small Fares—Prices Are Good Enough to Suit All.

Outside of one beam trawler, small fares prevailed among the arrivals at T wharf, Boston this morning. There were 10 crafts in all there and prices were good.

The Swell brought in 32,000 pounds, chiefly haddock, while the shore fleet catches were the average.

Dealers at the opening of the market paid \$5.50 to \$6 a hundred pounds for haddock, \$6 for large and \$3.50 for market cod, \$4 to \$7 for hake, \$4.50 to \$4.75 for pollock and \$3 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Ruth, 3500 haddock, 1800 cod, 600 pollock.
Sch. Jeanette, 2000 haddock, 700 cod, 1000 cusk, 2500 pollock.
Sch. Emily Sears, 8000 haddock, 6500 cod, 1100 hake.
Sch. James and Esther, 4500 haddock, 1500 cod, 2000 hake, 1000 pollock.
Sch. Manomet, 4500 haddock, 500 cod.
Sch. Mary F. Sears, 6000 haddock, 300 cod, 1000 hake.
Sch. Harriet, 1000 haddock, 200 cod, 1000 hake.
Sch. Sophia, 2200 haddock.
Str Swell, 30,000 haddock, 400 cod.
Sch. Rose Standish, 1500 haddock, 800 cod, 1500 hake.
Haddock, \$5.55 to \$6 per cwt.; large cod, \$6; market cod, \$3.50; hake, \$4 to \$7; pollock, \$4.50 to \$4.75; cusk, \$3.

HERRING UP AT FULTON MARKET

There was a fair amount of business in the salt water fish market last week, due largely to the efforts of commission men to push things along. There was a very fair supply of fish in the market for this time of the year, and all things considered prices in the main were reasonable. Anyone who wanted low priced fish could get it.

Newfoundland herring constituted the heaviest of the week's receipts. Two Nova Scotia vessels arrived at the market each laden with 250,000 pounds of frozen Newfoundland herring, which was sold in quantities at 3 3-4 to 4 cents a pound, but were peddled out at 4 1-2 to 5 cents per pound.

Bluefish receipts were very light and high prices were obtained for that variety of fish. The first fish of the week was received on Thursday when both large and medium fish were quoted at 25 cents a pound. On Friday sales were being made at 16 cents for large and 20 cents for medium.

Haddock was on sale every day of the week at 6 to 8 cents a pound.

The first car of western white halibut was disposed of at 16 cents per pound by the box. The second car sold at 14 cents.

Hake sold at 7 to 8 cents.

Codfish was fair in price during the entire week. Market fish sold at 3 to 6 cents, while steak fish was quoted at 6 to 10 cents. The top figure prevailed only on and after Thursday.

Pollock, steak, sold at 6 to 8 cents.

SAVING SAILS OF SCH. CAMPBELL

According to advices received from the Bay of Islands, N. F. this morning, it looks very much now as though sch. Georgie Campbell ashore at Woods' Island will be a total loss.

The Campbell lies in a bad position, being full of water to the hatches. The craft was driven ashore by the ice in a heavy southwest storm and the dispatch says an attempt is being made to save her rigging, sails, gear and such equipment as can be removed from the wreck.

THERE'S MONEY IN HADDOCKING

Sch. Thomas S. Gorton, Capt. Val O'Neil stocked \$2360 from her three weeks haddocking trip, the crew each sharing \$51 clear.

Another nice trip is that of sch. Gladys and Nellie, Capt. James Dwyer the stock being \$2038, while crew cleared \$50 to a man.

"OLD FASHIONED" COD NOT WANTED

Says the St. John's, N. F., Trade Review:

There has been more fresh fish than usual coming into the market this winter, but there is not anything like enough to supply the demand. Boxed salt cod of various kinds is also being sold in considerable quantities, but nobody seems to want the old fashioned plain salt codfish. Whether the high price of meat of various kinds is affecting the market or not, it is difficult to say, but there can be no doubt we are eating more fish at present than ever before. If we had the proper boats to prosecute a winter fishery off St. John's, there would be big money in the business.

Lockeport Fishing Arrivals.

List of fish 12th to 17th, January, 1914: 152,300 lbs. mixed fresh fish, 100 lbs. halibut. List of vessels: Gill netter, Pad Lock, 1340 lbs. mixed fish; gill netter, L. M. Hodge, 1130 lbs. mixed fish; Togo, 3000 lbs. mixed fish; Nellie Viola, 15,000 lbs. mixed fish; Dolly Gray, 4000 lbs. mixed fish; Lulu S., 9000 lbs. mixed fish; Bohemia, 11,000 lbs. mixed fish; Ohio 11,000 lbs. mixed fish; Lydia May, 16,000 lbs. mixed fish; Velmore, 298 lbs. mixed fish; Optiza, 11,000 lbs. mixed fish; R. L. McKenzie, 16,500 lbs. mixed fish; Alycene, 5836 lbs. mixed fish; Ella M. Rudolph, 12,000 lbs. mixed fish; Julia Opp 11,000 lbs. fish; Olive V., 3200 lbs. mixed fish; Roseway, 16,000 lbs. mixed fish; H. G. McLain, 4000 lbs. mixed fish.

U. S. Will Maintain Lobster Hatcheries.

As a result of the conference and hearing before Commissioner Smith regarding Maine lobster hatcheries a proposal by Mr. Smith was agreed to. The lobster fishermen will sell their seed lobsters to the United States hatchery at Boothbay Harbor, Me., and will take in exchange lobsters that have been stripped of their eggs. The differences in values will be computed and paid at "current market prices."

This agreement follows the suggestion that the excessive prices asked for seed lobsters might necessitate the closing of the hatchery.

Sch. Flirt Sold.

Sch. Flirt, owned by the Gorton-Pew Fisheries Company of this port, has been sold to Albert J. Beck of St. Lawrence, N. F. The Flirt will sail for her new home port in a week and will get away about March 1 to engage in the codfishery.

The craft measures 119.36 tons gross and 82.57 tons net, and was built at Essex in 1901.

Capt. Matheson of Grand Bank, N. F., is in town with a view of purchasing a vessel of about 120 tons to be used in the Newfoundland fishery.

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STEAMER SUNK SCH. HUTCHINS

Half-Naked Men Reached Dories As the Craft Went Down Under Them—All Saved—Midnight Crash in Boston Harbor.

With a mighty crash, the city of Boston steamer George A. Hibbard rammed the down-east fishing sch. Olive F. Hutchins, Capt. Merton Hutchins, inward bound from a fishing trip in Boston harbor, at midnight last night, cutting a hole in the schooner in the port side just aft of the foremast. The fisherman sank within two minutes, and several of his crew had most narrow escapes from being drowned as their craft sank from under them.

The Hutchins had been fishing on Jeffries and with 25,000 pounds of fresh fish as the result of her four days' fishing, was bound for market. The schooner was coming up the harbor on a starboard tack with a light, northeast wind filling her canvas. Suddenly the steamer showed off to port. Capt. Hutchins, who, with William Hutchins, was on the quarter, thought that the commander of the government steamer saw his lights.

As these two men and the watch, Martin Peterson, forward, watched the steamer, they saw her suddenly veer and turn until she was headed straight for them. She came so quick that Capt. Hutchins barely had time to rush to the cabin companionway, and shout to the men asleep below before the steamer struck the lighter vessel with an awful crash.

Meanwhile, Peterson, the lookout, had seen the vessel heading toward the schooner, and had rushed to the head of the forecastle companionway and shouted an alarm.

Crew Asleep Below.

Clad as they were, without boots, hats, sweaters, oilskins or coats, the men came tumbling to the deck pell-mell. Most of the crew had been asleep for some time and didn't know whether the schooner was in the outer bay or in the harbor. Few of the men from below wore more than trousers and undershirt, and some were barefoot.

When the steamer struck, Capt. Hutchins made a spring and landed on her deck. The other two men who were on deck, the wheelman and the watch, and Charles Perry, Thomas

Swain and Arthur Goodwin, the first three men out of the cabin after the general alarm had been given, did likewise, making herculean jumps and landing aboard the steamer.

Dories the Only Hope.

When the other men reached the deck the schooner was sinking rapidly, her decks being almost level with the tide waters. The men saw their only hope lay in the dories and quickly cut them from their cages. Two were launched in record time, and the rest of the men clambered into these, the last getting away just as the schooner gave a final lurch and sank.

Men Were Half Frozen.

After the collision the Hibbard backed off and waited, her men aiding the fishermen in the dories to get aboard. The Hibbard brought the men to T wharf, where they were landed half frozen and thinly clad. The men found bunks aboard other vessels tied up to the dock, their comrades on the other boats providing them with warm food and clothing.

The sunken schooner lies directly off Castle Island, more than half her masts above water at high tide. Capt. Hutchins figures that she will be awash at low water. It is probable that she can be raised. Her deck fittings and the men's property will probably be lost, however.

The schooner Olive F. Hutchins hails from Cape Porpoise, was built at Boothbay, Maine, in 1904, and is owned by Capt. Hutchins himself. She is 76 feet long, with a beam of 22 feet, and a depth of 9.8 feet, and registered 82 tons gross. She is equipped with auxiliary power.

Capt. Hutchins, who comes from Cape Porpoise, was one of the first T wharf skippers to equip his boat with auxiliary power. He began his fishing career 24 years ago, and is known as one of the most careful and successful skippers running to the port of Boston.

After the accident the Hibbard continued her delayed trips to the harbor forts.

MEN STUCK BY AS SYLVANIA HIT

Capt. Jeffery Thomas and His Husband Crew Floated Craft After Accident at Tangier N. S.—Leaking Will Tow to Handy Port.

The terrible weather on the Nova Scotia Cape Shore has brought trouble to another Gloucester fishing vessel, this time one of the best of the fleet, sch. Sylvania. A message this afternoon from Capt. Jeffery Thomas to the owners, Sylvanus Smith & Company Incorporated, who own the fine craft along with the skipper, states that the vessel drove ashore at Tangier, N. S., but that through the efforts of the crew, who stood by their skipper and their craft in time of trouble and disaster, the vessel was floated.

Capt. Thomas also advises that the craft is leaking and that he has wired to Halifax for a towboat to take her to a port, so that she can haul out on the ways and ascertain the extent of

the damage and repairs as soon as possible.

Capt. Thomas, during the recent storm, on this coast, drove his vessel into Boston Harbor from the Comb fishing grounds and on his fare made the largest stock recorded for a craft of the halibut fleet fishing with double dories.

After the storm abated, Capt. Thomas drove her back again for Cape Shore grounds, looking for other good return.

His many friends, who know his ability to cope with difficulties, realize the work which must have been done to float his big vessel after she went ashore, and are glad that they are no worse.

Tangier, off which the Sylvania struck, is between Sheet Harbor and Ship Harbor, just to the westward of Beaver, and to the eastward of the ways and ascertain the extent of

POTOMAC IS PICKED FOR HARD ICE JOB

The navy department has ordered the big naval tug Potomac to the Bay of Islands, N. F., to assist in an attempt to release the imprisoned herring crafts that are held there in the ice.

The tug left Norfolk yesterday and will touch at Newport for further orders before proceeding.

The Potomac is no stranger among the Bay of Islands fishermen. It was

only a few winters ago that she was at her headquarters there, having board A. A. Alexander of the Bay of fisheries who was sent there to serve conditions during the prosecution of the winter herring fishery. The tug also rendered timely assistance more than one occasion in breaking out some of the American crafts which were caught in one of the ice which service the owners and fishermen have always appreciated.

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NORWAY'S TRADE IN MACKEREL

Practically All the Fish Salted Is Sent to the United States.

Practically all the Norwegian salt mackerel is exported to the United States. The past year 41,726 barrels were salted for export to America, a decrease of 6,794 barrels from 1912 (from Fiskets Gang, Norwegian fishery publication.) According to a monograph just published from a Swedish source, 43,000 barrels of North Sea mackerel were landed in Norway in 1913, valued at \$523,940, an average price of over \$12 per barrel. Most of the mackerel was caught by Swedish fishermen, their share being 25,000 barrels, valued at \$306,860, against a catch of 18,000 barrels, valued at \$217,080, by the Norwegian fishermen. Christianand, on the extreme south coast, is the center whence most of the Norwegian mackerel is exported.

The export of salted Norwegian mackerel to the United States dates from about 1887. The excellent quality and price, especially of the autumn fish, made it much desired in America, and the prices obtained are said generally to have been satisfactory to both exporters and fishermen. The last four or five years, however, it is claimed, they have not been governed unperturbed by the economic law of supply and demand. It is pointed out, for instance, that in 1910, with a supply of 20,000 barrels less and a better quality than in 1908, the price per barrel was 11 crowns (\$2.95) less than in the latter year. The world's production of mackerel was about 191,000 barrels in 1910 and 211,000 barrels in 1908. In 1911 the American importers, it is claimed—confined largely to two concerns—tried to corner the market, with the result of a coup by Norway's largest mackerel dealer, who bought up the Norwegian-Swedish mackerel at relatively high prices, securing himself practically a corner on the market, and the average price that year was 42 crowns (\$11.25), compared with 27 crowns \$7.24 the previous year. Also in 1912 conditions were not very satisfactory. American importers claiming that the fat, autumn Norwegian mackerel did not always come up to specifications, and the prices to the fishermen and exporters were not sufficiently remunerative. Due to a poor fat content in the mackerel, the export market has not been up to the usual standard, which apparent defect has been called to the attention of exporters from several sources. A compulsory strict supervision in the sorting of the four grades of Norwegian mackerel. The Norwegian-Swedish catch amounted to 68,000 barrels in 1912, which 48,520 barrels were landed in Norway and salted for export to America.

In 1911 it was proposed by the largest Norwegian mackerel dealer that Norway and Sweden cooperate in effecting a common sales organization which might combat the bear movement attributed to American importers, but the proposal was not realized. It is now proposed on the part of Sweden to better organize its mackerel export trade. According to this plan, the present product of the Swedish fishermen sold to Norwegian packers should be diverted to Sweden. The custom of selling a good share of their product over Christiansand, Norway, is a distinct loss to the Swedish mackerel industry, it is pointed out from Swedish sources. The subject of better organized sales methods is to be brought before various Scandinavian fishing societies with the hope of at least a co-operation between the fishermen and packers. It is also reported that a new definite proposal is soon to be made from the Norway side. (Recent mackerel reports by Consul Jenkins appeared in issues for October 30 and November 8, 1913.)—N. S. Consular Report.

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SMALL STOCK AT ST. JOHN'S N. F.

The amount of dry codfish held in stock in St. John's at present is the smallest for many years at this season, and it might be said, that there is none in the outports. As nearly as we can figure it, the entire stock now held here will not exceed two hundred thousand quintals, while the stock usually held at the beginning of the year varies from three hundred thousand to four hundred thousand quintals. The merchants can afford to go slow in marketing their goods, as five months must elapse at least, before any new fish will be available. —St. John's, N. F. Trade Review.

Queer Fish Discovered

The Prince of Monaco's passion for oceanography has brought to light a specimen of a hitherto unknown species of fish which was found in the Atlantic at the depth of three and three-quarters miles. In honor of the reigning family of Monaco it has been called "grimaldichtys profundissimus." The depth at which it was found is several hundreds yards lower than the lowest depth hitherto explored, and tends to prove the existence of other unknown races and species of deep-sea monsters at depths which have never been sounded.

The grimaldichtys profundissimus is very heavy about the head, but the body diminishes rapidly in size toward the tail. It is covered with a peculiar form of scales embedded in the skin. The head is round and soft, with the appearance of having been flattened underneath, the eyes are extremely small but visible, and the teeth are numerous and small. The fish is very pale and almost without color, except for a greyish violet tinge in certain parts of the head and underneath the body. The inside of the mouth is a dark violet, almost black.

One of the important points of the discovery is to show that even the great depths of the sea are lighted by a feeble and diffuse light.

SCH. NICHOLSON HAS HERRING

Only Arrival Here Today—Gill Netters Lifts Were Small.

The only arrival here this morning is sch. T. M. Nicholson, down from Boston after disposing of her Newfoundland frozen herring fare. She has 550 barrels of pickled herring on board and 65,000 pounds salt cod.

Of the gill netters, only 13 steamers lifted yesterday, their total catches being small.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Quartette, gill netting, 500 lbs. fresh fish.

Str. Quoddy, gill netting, 125 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 750 lbs. fresh fish.

Str. Nomaad, gill netting, 3000 lbs. fresh fish.

Str. Enterprise, gill netting, 1800 lbs. fresh fish.

Str. Hugo, gill netting, 300 lbs. fresh fish.

Str. Sunflower, gill netting, 500 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 800 lbs. fresh fish.

Str. Gertrude T., gill netting, 1500 lbs. fresh fish.

Str. R. J. Killick, gill netting, 500 lbs. fresh fish.

Str. Little Fannie, gill netting, 1500 lbs. fresh fish.

Str. Lorena, gill netting, 300 lbs. fresh fish.

Sch. T. M. Nicholson, Bay of Islands, N. F., via Boston, 550 bbls. pickled herring, 65,000 lbs. salt cod.

Sch. Emily Sears, shore.

Sch. Edith Silveria, shore.

Sch. Leonora Silveira, shore.

Sch. Jorgina, shore.

Sch. Adeline, shore.

Sch. Priscilla Smith, shore.

Vessels Sailed.

Sch. Hattie L. Trask, Georges.

Sch. Volant, Georges.

Sch. Pauline, Georges.

Sch. Flora L. Oliver, haddocking.

Sch. Vanessa, haddocking.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$2.00.

Fresh Fish.

Splitting prices: Haddock, \$1.15 per cwt.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.

Newfoundland pickled herring, \$4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 18c per lb for white and 14c for gray.

Porto Rico Fish Market.

Codfish—Our markets have begun to react, due to the improved demand and gradual reductions of supplies. Although sales of inferior stuff are still being made at very low figures, the fresh arrivals of superior quality find ready sale at full prices and on an average we quote our local market about as follows: Medium codfish, \$32 to \$32.50; large codfish, \$33 to \$33.50.

Pollock and Haddock—Demand is also improving for these descriptions, but as yet dealers show no interest above \$22 per cask.—Reported by S. Ramirez & Co.

FRANK WATTS DOES IT AGAIN

Hustling Skipper Brings Sch. Commonwealth Home With Another Big Catch.

Boston fish receipts continue light, five fares supplying the market this morning. The new sch. Commonwealth, Capt. Frank Watts, has a nice fare, hailing for 78,000 pounds of haddock, cod and hake. Four shore arrivals have 22,000 pounds among them.

Opening prices were \$5.50 to \$6 a hundred weight for haddock, \$5.25 to \$7 for large and \$3 to \$3.50 for market cod, \$5.25 to \$6 for hake, \$3.90 to \$5 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mary DeCosta, 3000 haddock, 7000 cod, 2300 hake.

Sch. Mary P. Goulart, 3000 haddock, 1000 cod.

Sch. Mary Edith, 2000 haddock, 1000 cod, 1000 hake, 1000 cusk.

Sch. Actor, 7000 cod.

Sch. Commonwealth, 53,000 haddock, 15,000 cod, 10,000 hake.

Haddock \$5.50 to \$6 per cwt.; large cod, \$5.25 to \$7; market cod, \$3 to \$3.50; hake, \$5.25 to \$6; pollock, \$3.90 to \$5.

Shipping Way Through.

Considerable quantities of fresh cod and haddock are being shipped from Nova Scotia clear through to the Pacific Coast.

Fishing Fleet Movements.

Schs. Manhasset, Squanto and B. A. Smith arrived at Liverpool, Saturday and cleared.

Cont'd above